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Baker

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February 2, 1993

Commander
Atlantic Division
Naval Facilities Engineering Command
Building N-26, Naval Station
Norfolk, Virginia 23511-6287

Attn: Mr. Byron Brant, P.E.
Code 1822

Re: Contract N62470-89-D-4814
Navy CLEAN, District III
Contract Task Order (CTO) 0133
Trip Report for MCB Camp Lejeune
Operable Unit No. 2 and HPIA Site Visit

Dear Mr. Brant:

Attached is a copy of the trip report describing the events and findings of the site visit conducted by Baker Environmental, Inc. on January 26, 1993, at MCB Camp Lejeune.

If you have any questions or comments regarding the information in the attached report, please contact me at (412) 269-2016.

Sincerely,

BAKER ENVIRONMENTAL, INC.

Raymond P. Wattras

Raymond P. Wattras
Project Manager

RPW/mp
Attachment

cc: Mr. George Radford
Ms. Lee Anne Rapp, Code 183
Mr. Keith Simmons, P.E., Code 0223

TRIP REPORT
MCB CAMP LEJEUNE
CTOs 0133 AND 0134

INTRODUCTION

On January 26, 1993, a site visit was conducted at MCB Camp Lejeune (specifically Operable Unit No. 2 and the Hadnot Point Industrial Area (HPIA) of Operable Unit No. 1) by a Baker Environmental, Inc. (Baker) project team. Team members included Ms. Coreen Casadei, Ms. Tammi Halapin, and Mr. Rich Bonelli. Mr. Bob Wallace of Target Environmental Services (the soil gas survey subcontractor) also was present at site.

The purpose of the visit was four-fold: (1) to establish the sampling grid for the soil gas survey to be conducted next week in the wooded area north of Storage Lot 203 (Site 6); (2) to visit Sites 6 and 9 to identify any physical features that may affect the remedial actions evaluated in the feasibility study for Operable Unit No. 2; (3) to evaluate potential areas for the two groundwater recovery/treatment systems to be installed within HPIA; and (4) to verify the location and extent of utilities at each of these potential treatment areas.

ACTIVITIES

R. Bonelli, C. Casadei, T. Halapin, and B. Wallace arrived at the office trailer located within Storage Lot 203 at 10:40 am. Mr. Walter Havan of Camp Lejeune EMD met us at the gate to inform us that Tom Morris may or may not be able to meet with us due to additional work activities he was involved with. Tom Morris did, though, arrive at the office trailer within a few minutes.

While R. Bonelli and B. Wallace proceeded to the woods north of Storage Lot 203 to measure and stake the soil gas sampling grid, Tom Morris assisted C. Casadei and T. Halapin with their site visit to HPIA. The first area within HPIA we visited was the vacant area between Building 913 and the temporary fuel dispensing station. From the LANTDIV CAD drawings, this appeared to be a very large open area. When we arrived, we found a newly constructed concrete pad with electrical utility hook ups located in the southern, western and eastern ends of the concrete pad. The area adjacent to Building 913 and along Michael Street is unpaved and flat. The area northwest of the fuel dispensing station is an open grassed field. Tom Morris was not aware of any planned construction within this

area. He said that Public Works should know the future plans, if any, for the concrete pad and for the open field area. T. Halapin took several photographs of the concrete pad and the surrounding areas.

Tom Morris then drove us over to Building 738, which is east of Site 21. From our observations of the general region, we noted a triangular area, southeast of Building 738, bordered by three railroad lines. Tom Morris noted that the rail lines are used only once or twice a day. This area is grassed and flat and contains a small stand of trees. An electrical utility pole is located next to the trees. Monitoring well MW-23 is also located in this area. From the CAD drawings we located Pumping Station 702 located next to Building 738. The pumping station has two 75 gpm pumps. A manhole (type unknown) was also identified between the pump house and Building 738 near the railroad tracks. A concrete culvert (approximately 20" diameter) was observed near the northwestern railroad line. The discharge location of the culvert could not be found. T. Halapin took a few photographs of the general area.

Overall, we concluded that this area may be a potential location for one of the groundwater recovery/treatment systems. Advantages: (1) located within the contaminated plume, (2) no known utilities located within the area that would be an obstruction, (3) flat, cleared area, (4) electrical hookup easily accessible, (5) pumping station nearby, and (6) not expected to be an area for any future construction. Disadvantages: (1) would need to construct piping under the railroad lines, (2) would need to construct an access ramp over the railroad lines, and (3) confirmation of railroad ownership would need to be verified to avoid any lengthy permitting application processes.

T. Morris, C. Casadei, and T. Halapin left the area of Building 738 and traveled towards Building 1601 in search of an area to install the second groundwater recovery/treatment system. The area initially planned for the location of the system is now occupied by a newly constructed large-capacity above ground storage tank and other miscellaneous items. This is the area directly southwest of Building 1601. We traveled around the area of the steam generation plant (Building 1700), but could not identify any other suitable location for the treatment system. Searching other areas along Gum Street, we did locate a small area at the end of Michael Street that could be a potential location. Note that the LANTDIV CAD drawing for the area south of Gum Street is not up to date with respect to fencing and the location of the drainage ditch. The Michael Street area is grassed/unpaved and is currently used for extra parking. Electrical lines run along both sides of Michael Street. Based on the CAD drawings there are no other utilities in the immediate area that would obstruct construction or operation of the system. The sanitary sewer line runs along Gum Street, which is not far (approximately 400 feet) from the potential treatment area. A drainage ditch is located immediately southwest of the end of the road. Water supply well number 608 (currently not in use because of

contamination) is located approximately 200 feet from the end of Michael Street. T. Halapin took a few photographs of this area. Overall, we concluded that the area at the end of Michael Street may contain the only available space for this portion of HPIA for installation of the treatment system.

From HPIA, we drove to Site 9 for an initial site visit for C. Casadei. T. Halapin took a few photographs. From Site 9, we drove by Lot 201 of Site 6 and drove through some of the surrounding wooded areas. We then drove through Lot 203 to observe the variety of scattered and piled debris.

At approximately 1:00 pm, we met R. Bonelli and B. Wallace back at the office trailer at Storage Lot 203. Tom Morris mentioned to R. Bonelli that he had several requested documents back at his office that we could take to Pittsburgh. We went to lunch and then stopped by Tom's office to pick up the documents which included: Wellhead Management Program Engineering Study 91-36 (2 copies); Master Plan Camp Lejeune Complex, North Carolina; Preliminary Draft Report Wellhead Monitoring Study, December 1992; and Capital Improvements Plan, Camp Lejeune Complex, North Carolina.

We returned to Site 6. B. Wallace continued measuring and staking the soil gas survey grid. R. Bonelli, C. Casadei, and T. Halapin walked and drove through the ravine area and the wooded area north of Lot 203. At approximately 4:00 pm, C. Casadei and T. Halapin left CLEJ and headed for the airport. R. Bonelli stayed at Site 6 and assisted B. Wallace with the sampling grid.

On Wednesday, R. Bonelli and B. Wallace arrived on site at 0700 to continue with the soil gas survey sampling grid. The grid was completed at 1400. R. Bonelli and B. Wallace were off site at 1420. During this activity, drums and small pails were noted on the surface and partially buried just north of deep monitoring well 6GW1D. The containers appeared to be empty at this time. Furthermore, this area appears to have been excavated and backfilled. R. Bonelli returned to Pittsburgh on 01\27\93.